

Daytona 675 Installation Guide

The Twinlight Driver is plug'n'play and fitting it is quite straight forward. You need to remove the top left fairing cover (two bolts), move the fuse/relay bracket to the side and get to the headlight connector. Plug the Twinlight Driver to the headlight connector and route the daylight sensor to the handle bars.



Remove these 2 bolts using
5mm hex driver.

Take top cover off.



Remove the 2 bolts holding the
front of the tank.

You only need to lift the tank
up slightly (block of wood used
here for convenience).

This step provides easier
access to route the battery
cable.



Feed the battery cable under the rear tank hinge.

Note: Bolting the O-Ring terminals to the battery is done in the last step.

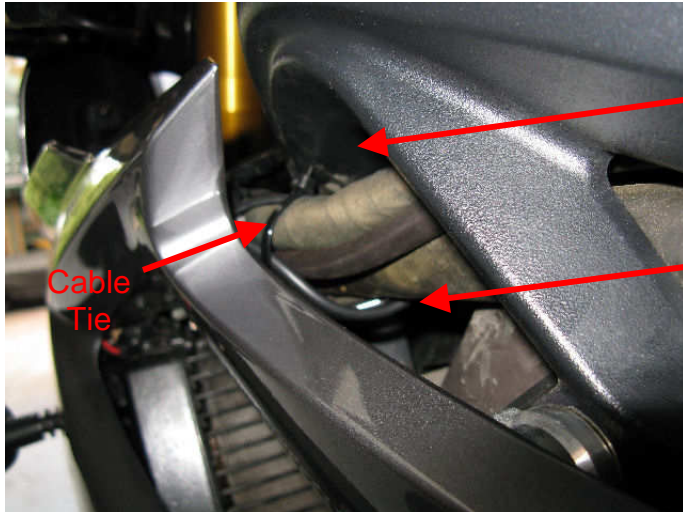


Route the wire behind the tank and frame, as indicated by the dashed line.

You won't see the cable once the tank is lowered back down.



Feed the cables behind the frame and behind the cables.

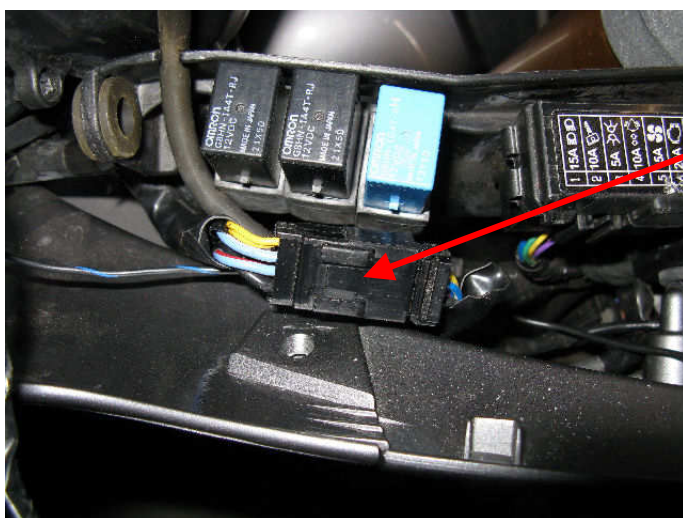


The frame edge here is sharp.

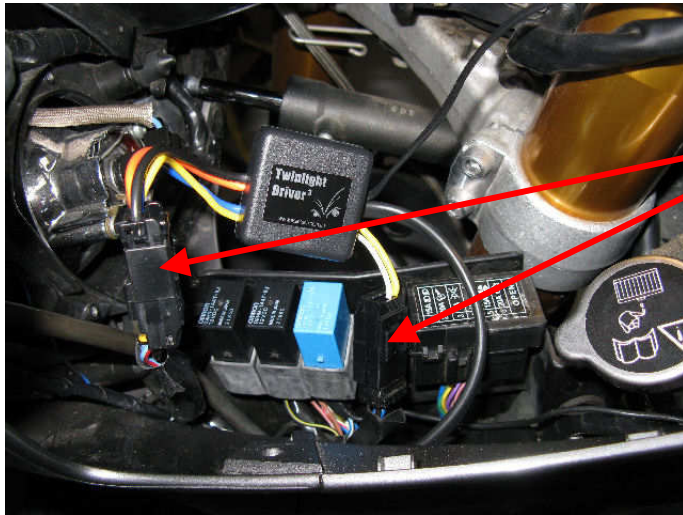
Feed the cable under the cable harness to avoid the sharp edge above.



To get to the headlight connector, move the fuse/relay bracket off it's pegs.



Pull headlight connector to an accessible position and unplug it.



Plug in the Twilight Driver 3 between the two connectors.

Fold the wires and pack it all back underneath the fuse/relay panel.

NOTE: Do NOT position the Twilight Driver3 near the radiator cap, which can get quite hot.



Route the day light sensor wire underneath the bracket before mounting it back on the pegs. This keeps the wire away from the hot radiator cap.

*The wire shown here is light grey so you can see it in the picture, however they are manufactured with a **black** wire.*

TIP: The grommet near the radiator cap might have popped off the bracket. It's easier to push this back into the fuse bracket hole before mounting the bracket back on the peg.



Route the daylight sensor wire along the same path as the other wire harness. So it spirals around the suspension fork.

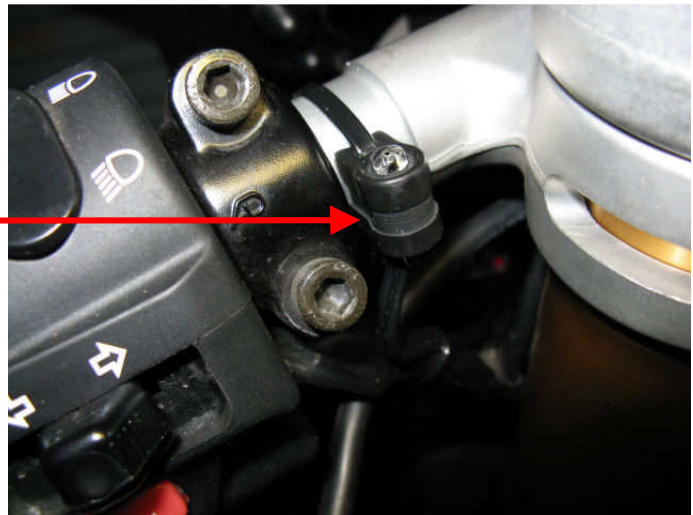
Don't cable tie it yet!!!

Manufactured units have a black wire, not grey as the picture shows.

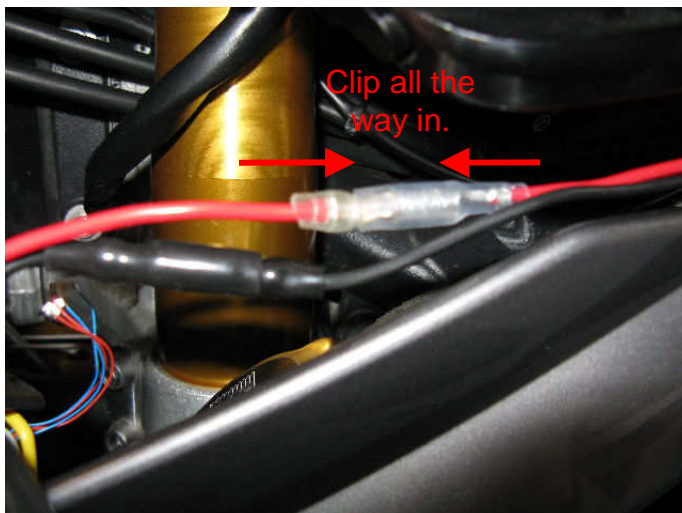
Cable tie the light sensor into position on the handle bar.

The daylight sensor needs to point toward the sky to work correctly, so make sure it's orientated correctly.

TIP: When you trim cable ties, do not cut the end off flush. Leave a little so the cut end cannot lever itself over the little hook inside.



Turn your steering to full right lock, then use the provided cable ties to secure the light sensor wire. Leave a little bit of slack in the wire so it can move with the steering, but leave any remaining length down the bottom end under the relay/fuse panel where it wouldn't catch on anything.



Plug the thick red and black cables together.

NOTE:

Make sure you clip them all the way together. Push the terminals together to get the second click.

Bolt the O-Ring terminals to the battery. Red goes to the (+) positive terminal, and black to the (-) negative terminal.

Bolt the front of the tank.

Bolt the top panel back in place.

Test your headlights. With ignition on, you will have the small driving light turn on straight away. With the default settings, the low beam light will turn on after 20 seconds, or as soon as 8 seconds if the engine has been started. You can turn it on sooner yourself by flashing the high beam once. The delayed on setting has a few options (see user manual).

The high beam will turn on as normal. To setup the highbeam as a daytime running light or with a modulator mode, see the user manual.

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The information provided by Ecliptech is not legal advice. The user accepts ALL responsibility for the use and installation of this product. The product must not be used if any malfunction occurs, a suspected malfunction occurs and/or when not configured correctly. This product should not be used where it is not compliant with local laws. Such as, where the use of any high beam light may not be permitted in the presence of oncoming traffic. The product should not be configured to violate any laws. The owner is solely liable for any infringements associated with the use of the product. It is recommend to only use this product with the bulbs recommended by the manufacturer of the motorbike and within the product specifications. Only use if safe and permitted to do so and at your own risk.